GENERAL NEWS

The total mileage of railways in the responding increase during the prerailway construction during the year show an increase in mileage in excess of 100 miles are California, Florida Indiana, Michigan, Missouri, New York, Ohio, Pennsylvania, Texas, Wisconsin and Wyoming. The states of Kansas, Oregon, the Territory of New Mexico and the District of Columbia, show a slight decrease in mileage, due to remeasurement of main lines or abandonment of small, unimportant lines. The number of roads abandoned during of second track, and 42,043 40 miles of yard track and siding.

The total number of railway corporations in existence June 30, 1893, was 1,890, being an increase of 68 during the year covered by the report. Of this number 752 were independent operating roads and 939 maintained operating accounts. The number of substdiary roads which maintained financial accounts only was 778, of which 826 were leased for a fixed money rental, and 195 for a contingent money rental, the remainder being operated under some form of traffic agreement not easily subjected to classification. The tendency toward some form of consolidation during the year has been quite marked; 28 roads, representing 749 87 miles, have been nerged; 20 roads, representing 1,732,79 miles, have been reorganized; and 16 been reorganized; and 16 representing 1,469.19 miles, been consolidated. These we higher than the corresponding items of the previous year. A classification of railways according to length of line operated shows that there are 42 companies in the United States havior a mileage in excess of 1,000 miles, 26 companies operating a mileage between 600 and 1,000 miles, 23 companies operating a mileage between 400 and 600 miles, 41 companies operating a mil-age between 250 and 400 miles, and 902 companies operating a mileage of 250 miles or less. The total length of line controlled by the 1,000 miles was 98,385,54, being equal 55.78 per cent. of the total milese of the country. The second class of roads controlled 11,20 per cent, of total milese of cars was about 1,887, or 77,949 tons of age, from which it appears that 68 and 100 saturday and Sunday the Reading company sent sixty-one trains of controlled 11,20 per cent, of total mileses, from which it appears that 68 and 100 saturday and Sunday the Reading company sent sixty-one trains of controlled 11,20 per cent, of total mileses. age, from which it appears that 68 com-panies controlled 76 98 per cent of the total railway mileage.

June 39, 1893, was 34,788, being an increase of 1.652 during the year. Of these, 8,957 were passenger locomo-motives, 18,599 freight locomotives, to which should be added 154 068 leased cars, making a total of 1.273,946 cars operated directly by the carriers. This shows an incress: in the number of vessels. cars directly controlled of 58,854 during the year. Of the total number of cars, 31,884 were in the passenger service, and 1,047,577 in the freight service. The number of passengers corried per passenger locomotive was 66 268 and the number of passenger miles per passenger locomotive was 1,588,601 These figures show an increase in the efficiency of passenger locomotives. The number of tons of freight carried per freight locomotive was 40,062 and the number of ton miles accomplished per freight locomotive was 5,031,889. These figures show no change in the efficiency of freight locomotives as compared with previous years. The passengers carried was 53 and the num-ber of freight cars per 1,000,000 tons of freight carried was 1,613 The increase in equipment fitted with train brakes, or automatic couplers, as compared with the increase in equipment itself, is not as marked as in the previous year, Thus, from a total increase in equipment during the year ended June 30, 1893, of 60,506, the increase in equipment fitted with train brake was 42 153, and the increase in equipment fitted with automatic coupler was 77,904.

The total number of employes in the service of railways on June 30, 1893, was 973,602, being an increase of 52 187. Of this total of employes, 35,334 are assigned to the work of general administration; 256,512 to maintenance of way and structures, 175,464 to maintenance of equipment, and 397, -915 to conducting transportation, the remainder, 8,627, being unclassified by remainder, 6.027, being unclassined by the carriers making report. If the employes be assigned to mileage, it appears that 515 men found employ-ment in the railway industry in the United States per 100 miles of line. twenty-one being assigned to general administration, 151 to maintenance of way and structures, 103 to maintenance of equipment, and 234 to conducting transportation.

The aggregate of property properly classified as railway capital was on June 30, 1893, \$10,596,235,410, which shows railway capital equal to \$63 421 per mile of line. The amount of stock outstanding was \$4,668,935,418, of which \$3.982,009.602 was common stock, the remainder, 686,925,816 being preferred stock. The funded debt outstanding was \$5,225.689,821, classified as follows: Mortgage bonds, \$4 504 383 162; mis cellaneous obligations, \$410,474,647; income bonds, \$248,132,730, and equipment trust obligations, \$63,699,282. The

ment trust obligations. \$63,699,282. The amount of investment in the railway securites has increased during the year from \$1,391,457,058 to \$1,503,022,233, being an increase of \$171,565,180.

The amount of stock paying no dividends during the year was \$2,859,334,572, being 61,24 per cent of the total stock outstanding. Of stocks paying dividends, 5,25 per cent of the aggregate stock paid from 4 to 5 per cent, 11,62 per cent paid from 5 to 6 per cent, 5,24 per cent paid from 6 to 7 per cent, and 5 32 per cent daid from 7 to 8 per cent. The total dividends paid was \$100,929,885. The amount of mortgage bonds paying no interest was \$492,276,999, or 10.93 per cent of the total of mortgage bonds, and the amount of income bonds paying no interest was \$204 864 269, or 82 56 per cent of the total of income bonds.

531 over gross earning reported in the previous year. Operating expenses during the year were \$827,921,299, be-ing an increase of \$46,922,893 over the previous year. The income from investment reported by the railways was \$149,649,615, while deductions on account of fixed charges and other analogous items were \$131,422,155. The final national management of the statement of th final net income available for dividends was \$111,058,031, being a sum less than United States on June 30, 1893, active corresponding amount for the pre-cording to the newly issued interstate vious year of \$4 907.157. After deduccommerce commission's annual report, ting from this amount the dividends was 176,461 07, being an increase during the year of 4,897.55 miles. The corin the United States for the year 1893 shows a surplus of \$8,116,745, which is vious year was 3.160.78, from which it less than the surplus of the previous appears that there was some revival in year by \$5,919, 311. The gross amount received from carrying passengers was covered by the report. The state of \$301.481,816; from carring the mail, Washington leads in construction with \$28.445,053, and from carrying the ex556.32 miles: Montana shows an inpress matter, \$23.631,394. The gross ctrase of 400 66 miles; Minnesota of amount received for earrying freight 406 69 miles, and West Virginia of was \$289,053,861. The passenger ser-865 01 miles. The other states which vice accounts for 29.49 per cent. of the

editorially that there has been an immense gain in traffic between Easton and Wilkes-Barre. The receipts in the Easton office are said to be twice as the year was 10. The total length of large as a year ago. The Central's pat-line, including all tracks, was 230,-137.27, which includes 10,051.36 miles increased, as well as its freight busi ness. Those in a position to know say the company is holding permanently all this acquired business. The Central's coal traffic, for this seais extraordinarily large. From the Lehigh Valley come rumors that henceforth local trade will not be catered to. Its through passenger traffic has become so heavy as to require all its best attentions. People sometimes are unable to get seats in through Tue Lebigh Valley kas never handled so much western traffic as now. Four engines have lately been borrowed from the Reading. The prospects are that in a year or two the turough freight and passenger traffic on the Lehigh Valley will be something enormous. The Coxes will gradually increase the number of their coal

Increasing railway business is noted throughout the Lehigh and Wyoming

valleys. The Easton Express declares

MINOR INDUSTRIAL NOTES: The supply of soft coal in port at Buffalo

Valley teem.

trains, which still more will make the

ust now is sufficient for all the needs of the lake steamers. A. M. Bickle has been made traveling engineer of the Michigan Southern divi-sion of the Lake Shore, in place of D. A. Fleming, transferred.

A receiver of the Southern Central railroad of New York has been applied for. The road extends from North Fairhaven

to the state line of Pennsylvania. James F. Hickey, who was outside agent of the Grand Trunk in Buffalo, has been appointed foreman of the Lehigh Valley n charge of the loading and weighing of

On Saturday and Sunday the Reading

Reading railroad now consists of seven steamers, twenty-six seagoing barges and three deep water tugs. With this fleet the Reading management will be enabled to control the eastern shipments of anthracite coal from Philadelphia and to land it cheaper than ever before.

these, 8,957 were passenger locomomotives, 18,599 freight locomotives, the remainder being unclassified. The total number of cavs owned by the carriers making report was 1,119,978 to which should be added 151 (2013) on the carriers making report was 1,119,978 to which should be added 151 (2013) on the largest for years past. On are made for the most part shaped of the carriers making report was 1,119,978 to which should be added 151 (2013) on the largest for years past. On are made for the most part shaped of the most part shaped on the carriers making report was 1,119,978 to which should be added 151 (2013) on the largest for years past. On are made for the most part shaped on the carriers making report was 1,119,978 to which should be added 151 (2013) on the largest for years past. On are made for the most part shaped on the carriers making report was 1,119,978 to which are not quite new veils, which are not quite new by the say a fine new veils, which are not quite new by the say and have a fine new total, which are not quite new by the say and the new veils, which are not quite new total where a fine new veils, which are not quite new by the say and the largest tonnage of the new veils, which are not quite new total where a fine new veils, which are not quite new total where a fine new veils, which are not quite new veils, which are not quite new total where a fine new veils, which are not quite new total where a fine new veils, which are not quite new total where a fine new veils which are not quite new total was a fine new total new total was a fine new veils which are not quite new total was a fine new veils which are not quite new total was a fine new veils which are not quite new total was a fine new veils which are not quite new total was a fine new veils which are not quite new total was a fine several days in June as many as 700 cars strived loaded with coal. There is track capacity at Port Richmond for 4,300 cars, and sixteen piers discharge cargoes into

DR. WOOD'S NORWAY PINE SYRUP cures cough and coids quiezer than any other remedy, because it combines the lung-bealing quality of the pine tree with other valuable medicines. Sold by all dealers on a guarantee of satisfaction.

Philadelphia Tallow Market. PRILADELPHIA, July 4.-Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 4 /c.: prime country, in barrels, 4 /c.; do, dark in barrels, 4c;. cakes, 4%c.; grease, 334a354c.

Costume In Fancy Crepon.

A dress in fancy crepon, recently ilhistrated in the New York Herald, was number of passenger cars per 1,000,000 of havana brown and turquoise blue. The full skirt was finished with a plaiting around the edge and trimmed with three straps of havana satin ribbon



FANCY CREPON GOWN.

down each side. The bodice was covered with havana monsseline de soie, with bands of the cepon. The full upper sleeve was of Spon, with rosettes and twists of the mousseline, which also formed the rucked gauntlets. To be worn with this costume was a large hat in fancy straw trimmed with cream lace, roses and narrow black velvet.

When Sweeping a Room. Por sweeping a room neatly there is nothing like newspaper aid. Take a page of newspaper or other paper at a time, wet in hot water and squeeze it until it ceases to drip. Tear into pieces the size of one's hand and cast them all over the carpet. Then sweep, and most of the dust in the room, if you use your broom judiciously, will be gathered into the papers.

After a velvet or other heavy pile carpet is thoroughly swept a sponging with ammonia and water will preserve its brightness wonderfully.

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The best salve in the world for Cute Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilbians, Corns and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by Matthewa Bros.

The gross earnings from operations on the railways of the United States for the year ended June 30, was \$1,220,-151,874, being an increase of \$18,344,-

THE COBWEB PARTY.

Novel Function In Which Young and Old May Participate With Pleasure. A pleasant fad in entertaining that is going the rounds among hospitable circles is the cobweb party. It provides merrymaking for both grownnps and juveniles. The hostess in providing for her entertainment secures as many yards of narrow ribbon or colored worsted yarn as she expects guests. The threads are not necessarily of the same length, but vary according to the fancy of the manipulator. Fastened to the end of



QUESTS AT A COBWEB PARTY. each ribbon is some trinket, which acts as a prize. These souvenirs may be as costly or expensive as one pleases, but unless the cobweb party is to be a very elaborate affair in every respect it is in better taste to let the prizes consist of a collection of very simple trifles. Japanese dolls, sachets of rice paper, cunning bonbonnieres-in fact, any knickknack-may be selected for this purpose. The lengths of ribbon or yarn, each with its prize securely fastened to the end, are carried in and out of one another, forming one grand tangle, the ends being secreted behind bookeases, cabinets, sofas, chairs, tables, in cupboards, beneath drapery, back of curtains, portieres and in every conceivable nook. The fun begins with the endeavors of the guests to untangle the cobweb by searching out a clew which will lead to the discovery of a hidden prize. This requires patience and perseverence, and those who hasten their efforts to secure the coveted prize are generally more hopelessly confused by

companions. Finally the bright bits of ribbon are all traced to their hiding places, and the lucky person who has successfully captured the greatest number of prizes receives one general souvenir. This may be, for a lady, a dainty bureau sachet, with a spider's web embroidered across one corner. For a gentleman a spider scarfpin is appropriate.

the "web" than their slower working

The "booby" prize is awarded to the discoverer of the fewest number of prizes. A great big papier mache spider, such as can be picked up at any Japanese store, fits in nicely as a sonvenir.

A Word About Veils.

The new veils, which are not quite are made for the most part shaped so that they sit well over the toque.

Specimen Cases.
S. H. Clifford, New Cassel, Wis., was troubled with neuralgia and rheumatism, his stomach was disordered, his liver was

his stomach was disordered, his liver was affected to an alarming degree, appetite fell away, and he was terribly reduced in flesh and strength. Three bottles of Electric Bitters cured him.

Edward Shepherd, Harrisburg, Ill., had a running sore on his leg of eight years' standing. Used three bottles of Electric Bitters and seven boxes of Bucklen's Arnica Salve and his leg is ound and well. John Speaker, Catawba, O., had hve large fever sores on his leg, doctors said he was incurable. One bottle Electric Bitters and one box Bucklen's Arnica



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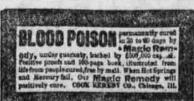
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TIME TABLE IN REPECT MAY 20, 1804.

Cleanliness and comfort.

Time Table in Effect May 20, 1884.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.24, 9.16, 11.30 a. m., 12.50, 2.60, 3.50, 5.05, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 100, 215, 7.10 p. m.

For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.50 (express with Buffet parlor car), 8.30 (express, p. m. Sunday, 2.15 p. m.

For Mauch Chunk, Allentown, Bethlesen, Easton and Philadelphia) p. m. Sunday, 2.15 p. m.

For Mauch Chunk, Allentown, Bethlesen, 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.

For Long Bharch, Ocean Grove, etc., at 8.20 (with torough car) a. m., 12.50 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.50 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 4.10 (express) a. m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 200 and 4.30 p. m. Sunday, 6.27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. Balldwin,

Gen Pass Agent.

J. H. OLHAUSEN, Gen. Supt.

DELAWARE AND HUD SON HAILROAD, Commencing May 29, 1892, trains will run as follows: Trains leave Bridge Street Station, Scranton, for Pitta-ton, Wilkes-Barre, etc., 8.09, 99,07, 9.07, 10.42 a. m., 12.10, 1,25, 2.38, 4.16, 5.15, 6.15, 9.15 and 11.35 p. m. For New York and Phila-

For New York and Philadelphia, 800 a. m., 1240, 123, 258, 416 and 11.30 p. m.

For Honcesdale (from Delaware, Lackawanna and western depoit, 700, 833, 10.10 s.m., 12.01 m., 2.17, 5.10 p. m.

For Carbondale and intermediate stations, 5.40, 7.60, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.10, 6.30 and 3.55 p. m.; from Bridge Street Depot, 2.63 a. m., 2.17 and 11.35 p. m.

Fost express to Albiny, Saratoga, the Adirochack Mountains, Boston and New England points, 5.40 a. m., arriving at Albany 12.45. Saratoga 2.30 p. m. and leaving Scranton at 2.17 p. m., arriving at Albany at 8.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.

The only direct route between the coal fields and Boston. "The Leading Tourists' Houts of America" to the Adirochack Mountain resorts, Lakes George and Champlain, Montreal, etc. etc.
Time tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson tieket offices.
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Second Vice President. Gen. Pass Agt.

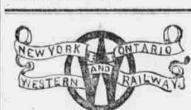
MAY 19, 1884.

Train leaves Seranton for Philadelphia and New York via. D. & H. R. & at 8 a.m., 1210, 288 and 11.35 p. m. via. D. L. & W. R. R. & 0.03, 808, H.90 a.m., and 1.30 p. m.
Leave Seranton for Pittston and Wilkss-Barris via D. L. & W. R. R., 0.00, 808, H.20 a.m., 1.30, 1.50, 6.07, 8.00 p. m.
Leave Seranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 m., via D. & H. R. at 8 a.m., 1210, 1.35, 4.16 p.m., via D. & H. R. at 8 a.m., 1210, 1.35, 4.16 p.m., via D. & H. R. at 8 a.m., 1210, 1.35, 4.16 p.m., via D. L. & W. R. R., 6.00, 8.08, H.20 a.m., 1.30, 3.20 p.m.
Leave Seranton for Bethlehem, Easton, Beading, Harrisburg and all intermediate points via D. & H. R. R., 8 a.m., 12.10, 2.38, 11.30 p.m.
Leave Seranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10, 1.30 p.m.
Leave Seranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10, 1.31, 13.35 p.m., 1.30 p.m.
Leave Seranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10, 1.31, 13.35 p.m., 1.30 p.m.
Leave Seranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10, 1.31, 13.35 p.m., 1.30 p.m.,

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.
Trains leave Scranton as follows: Express for New York and all points East, 1.49, 2.59, 5.15, 809 and 9.50 a. m.; 12.50 and 3.50 p. m.
Express for Easton, Trenton, Philadelphia and the South, 5.12, 8.00 and 9.50 a. m.; 12.53 and 3.50 p. m.
Washington and way stations, 5.55 p. m.
Teleyhanna accommodation, 6.10 p. m.
Expr as for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffale, 12.10, 2.15 a. m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Bath accommodation, 9 a. m.
Binghamton and way stations, 12.37 p. m.
Nicucion accommodation, at 4 p. m. and 6.19 p. m.

6.10 p. m. Ringhamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.29 Utica and Richfield Springs, 2.15 a. m. and 1.24 p. m.
Rhaca, 2.15 and Bath 9 a. m. and 1.24 p. m.
For Northumberland, Pittston, Wilkes-Barra,
Plymouth, Bloomsburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimore, Washingten and the South.
Acrthumberland and intermediate stations,
600, 955 a. m. and 1.25 and 657 p. m.
Nanticose and intermediate stations, 8.05
and 11.29 a. m. Plymouth and intermediate
stations, 3.59 and 8.57 p. m.
Pullman parlor and sleeping coaches on all
express trains. express trains.
For detailed information, pocket time tables, etc. apply to M. L. Smith, city ticket office, 328 Lackawanna avenue, or depot ticket office.

NEW YORK ONTARIO AND WESTERN RAILWAY CO. TIME TABLE IN SECRET SUNDAY, JUNE 24. Trains leave Scranton for Carbondale at 8.30, 10.55 a.m. and 6.10 p.m. For Hancock Junction, 10.55 a.m. and 6.10 m. Trains leave Hancock Junction for Scran on, 6a m and 2.65 p m. Trains leave Carbondale for Scrant n at 24 a m, and 3.34, 5.34 p m.



In Effect June 24th, 1804. 205 203 201 202 204 206 Stations
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| Table | Tabl 7.812.26.10.10 7.812.28.10.10 7.8212.08.10.01 7.8212.00.2.9.8 7.0511.29.9.38 6.011.31.91.25 6.8211.09.9.12 6.4411.25.9.01 6.4411.25.9.01 6.8011.18.857 6.8011.18.857 6.8011.18.857 sengers.
Scouye rates via Ontario & Western before purchasting tickets and save money. Day and Ningt Express to the West.
A. C. Anderson, Gen. Pass Agt.
T. Pitteroft, Div. Pass, Agt. Scranton, Pa.

THE DICKSON MANUFACTURING CO. Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.

General Office, SCRANTON, PA.